

2015 RULES AND PROCEDURES



SKY FINANCIAL SUPER LATE MODEL SERIES

July 4, 2015 August 8, 2015 August 29, 2015 September 19, 2015

Saskatoon Stock Car Racing Association
P.O. Box 169
Saskatoon, Saskatchewan
S7K 3K4
(306) 651-FAST (3278)
www.autoclearingmotorspeedway.ca



Effective March, 2015

March 11, 2015

RACE DAY PROCEDURES

Check web site for specific race day amendments.

PRE RACE:

- Competitor's gate will open at 9:00 am. See race day schedule for additional information or changes. They can be found on ACMS web site www.autoclearingmotorspeedway.ca
- Drivers will line up single file with their truck and trailer to go through the gate.
- Once you have made it into the infield and unloaded put your car up on jack stands with your tires off to show that you are ready for the tech officials to come inspect your car.
- No cars will be allowed on the track until you have been approved by a tech official.

RACE DAY PRACTICE

- All attempts will be to have two practice sessions of 45 min. each, with a short break between the two sessions. Teams requiring extra laps to test their car after scheduled practice may do so only with approval from the race director. The race director has the right to refuse extra laps. Qualifying tires cannot be used for this extra practice.
- There will be a maximum of ten cars on the track at a time, with a maximum of 25 laps each time you are on the track (not per session).
- You must have radio communication between driver and spotter when on the track at all times.
- Race control will let you know if you are to come off the track via the flag man or on the provided radio frequency to your spotter.
- There will be absolutely no racing during practice.

QUALIFYING:

- Qualifying order will be predetermined prior to qualifying.
- A random number will be drawn to determine first car up for tech/qualifying order (example 34, then car #34 would go first and #35 would be second, up to 100 and back to zero up to 33. 0 comes before 00, 04 before 4, 7 before 7x, etc.)
- If qualifying is rained out for the first event of the season the grid for the heat races will be set based on the previous season championship point standings, After this first event if qualifying is rained out the field will be set by the current season championship points.
- Race Director may limit or add qualifying laps to suit weather or track conditions.
- Qualifying will consist of three laps, being a warm-up lap, green-white-checked format.
- Fastest lap will be scored, warm-up will not be scored
- If car and driver are not in the designated lineup position at the time of qualifying, the driver will get only one lap, plus warm-up lap to qualify, unless the driver has been excused from qualifying order by the tech official due to a problem.
- All cars must come to pre-qualifying tech from corner 1 in pit lane. After inspection all cars must directly enter the staging lane from corner 4 entrance and line up single file on the right side of the staging lane. Do not go to your pit after tech.
- If a car does not pass inspection or weight requirement at qualifying tech or arrive in the designated qualifying order, the driver will get only one lap to qualify, plus warm-up lap.
- Driver and crew members will be given ample time to adjust and/or verify car's weight prior to qualifying tech. Scales will be available prior to the first practice and throughout the day. **The track scales are final.**
- It will be the responsibility of the driver to be sure their car is ready to pass qualifying tech at the designated time and in correct order.

- A driver may qualify only one car and a car may only qualify one time.
- On the staging lane you are only allowed to adjust air pressures. No tools allowed near cars in staging lane (e.g. No track bar adjustments, No torquing of wheel nuts etc.) A one lap penalty will be handed out for this infraction.
- If car spins in qualifying, car must start from position of spin and times will be used for qualifying results. No extra laps will be allowed. If tires are damaged and need replacing, car will start at the tail of the heat race that car qualifies in.

GREEN FLAG:

- When race line-up has been determined via qualifying, inversion, draw, etc., and a car drops out or loses its position for any reason before the cars are moved onto the track, the cars will be moved ahead one position as they roll onto the track.
- When the cars have already moved onto the racing surface and a car drops out, that line (inside or outside) of cars will move straight ahead.
- Prior to green, following staging, any car that pits or is touched by the crew without prior approval stated over the Raceceiver from the race director will be placed at the tail of the field.
- Any car not on the starting grid when driver introductions begin will have to start at the tail of the field.
- All races will be started by the official starter (flagman) and the green flag.
- On all starts, the race is started for all drivers when the green flag is waved to the lead car.
- On the initial start there is no passing until you cross the start finish line.
- The car in pole position will remain at caution (pace car) speed until the green flag is displayed, or accelerate smoothly, until the green flag is displayed. Cars may not slow below pace car speed, or slow after beginning to accelerate.
- Completion of the first lap shall be when 100% of the field crosses the start-finish line for the first time after the original green flag is displayed.
- If the race is stopped or caution occurs before the first lap is completed, there will be a complete re-start with all cars in original positions.
- The Flagman will not be calling the “door rule”. The spotter is responsible for calling a person inside (or outside). Inside (or outside) is defined as: Any part of the car attempting to pass is beside any part of the car being passed. If a car is inside (or outside), it should be given a lane in which to run. If the cars make contact which results in a spin by one or both cars, both cars go to the back of the field.

YELLOW FLAG:

- There will be no racing back to the start/finish line under caution. Slow up cautiously.
- When the yellow flag is displayed, **the field is frozen** and the lineup is determined by the last completed lap.
- Any car that pits during a caution will re-start at the tail end of the field.
- Any disputes on track position will be resolved by a call from the tower officials.
- Caution laps will not be scored for the entire race, time pending. A 2 hour time limit will be placed on the race from the drop of initial green flag. Teams will be notified of any changes during the race via Raceceivers or scanners, by the race director prior to the final laps.
- Cars must take the checkered flag on the race track in order to claim the win.
- Any car involved in three cautions in a race will be sent to the pits for the remainder of the race.
- Free Pass (LB) rule will be in effect in main feature race only. The first car a lap down will receive a free pass, and go to the back of the pack, with one lap being added back to their score. The car will have to pass the pace car when instructed. In the event the first car one lap down causes the caution, the next car in line will receive the free pass. Car must be on the track at the time of caution to be awarded the free pass. *(LB rule= Lucky Bastard)

CARS INVOLVED IN THE CAUTION:

- Only the car(s) directly involved in bringing out the caution will go to the tail of the field.

- All cars that spin or stop as a result of the initial cause of the caution will get their spots back if they do not go to pit road.
- The race director will determine which cars caused the caution, and send them to the back of the field. The race director will set the line-up for the re-start based on the last completed lap.
- Tap Rule: Any competitor that spins another competitor may claim responsibility by tapping his or her hand on the roof of their car to signal officials. In the interest of good sportsmanship, this will result in the car that was spun to restarting back in their original position.

RESTART LINE-UP:

THE CONE RULE WILL BE USED FOR ALL EVENTS:

- The restarts will be Double file re-starts. Cars will be lined up in the order they crossed the start/finish line in the lap prior to the caution coming out.
- When the race director has determined the lineup is correct an orange traffic cone will be placed on the middle of the front straight at the start finish line. The pace car will drive towards the cone and will take the lower groove. The leader coming down the middle of the track must select a lane upon reaching the cone. Cars behind the leader must then select inside or outside lane. The first car selecting the inside lane will be the pole position car and will control the restart of the race. Cars may gain positions by choosing the shortest line. Cars changing lanes after taking the cone will be sent to the back.
- Cars sent to the back or cars that went into the pits cannot take the cone, they must go to the end of the longest line.
- Typically cars will receive the one-to-green signal on the lap after taking the cone. Watch the flag man and listen to Raceceiver.
- Pole position car will remain at caution (pace car) speed until the green flag is displayed, or accelerate smoothly, until the green flag is displayed. Cars may not slow below pace car speed, or slow after beginning to accelerate.
- On restarts it is permissible to pass once the green flag is thrown.

RED FLAG:

- All cars must stop as quickly and safely as possible when the red flag is displayed. The race director may then instruct the cars to go to a designated area e.g. all cars proceed to and stop in corner 2.
- When the red flag is displayed the pits are closed to ALL competing cars to allow safety vehicles to use all lanes and have unhindered access to the track.
- Pit crews may not leave the pit area to service a disabled or damaged car on the racing surface during a red flag period.
- Only after the race director indicates “THE PITS ARE OPEN” may cars DAMAGED during the red flag incident enter the pits in a safe manner, paying particular attention to safety personnel and vehicles.
- A car that is already in the pits, or a car that enters the pits under a red flag may be worked on during the red flag period.
- Cars not damaged or involved in the incident causing the red flag may only proceed to the pits once the cars start rolling and the track is under the yellow flag condition. Caution flag laps after the red flag incident will not be counted.
- A car that is already in the pits, or a car that enters the pits under a red flag or after must return to the tail of the field and must follow the STOP/GO signals from the corner 2 marshal.

BLACK FLAG:

- Cars that receive the black flag must go to pit road immediately and stop adjacent to the start/finish line on the staging lane. The Infield Official under direction from the Race Director will give explanation of penalty; you may be instructed to go to the back of the field or parked for that race.
- If the spotter in the spotters stand cannot communicate our instructions to you, then that situation will need to be rectified by your team prior to returning to the track regardless of cause.

- If you do not go to pit road, your scoring will stop until the situation is rectified. Check with your spotter for guidance from race control.

SLOW CARS:

- Cars that are going down a lap will be instructed by the Race Director via his designate in the spotter's area to the car's spotter "leader is coming". He may also be shown the blue flag. A driver not racing a lead lap driver for position, must hold the lower groove prior to the lead lap driver attempting to make the pass, and maintain the lower groove and allow the lead lap driver to safely pass, unobstructed on the outside.
- Car that cannot maintain race speed may be parked by Race Director.

CAUTIONS / RESTARTS IN THE LAST 25 LAPS:

- The restarts will be Double file re-starts with cone rule.
- Cars will be lined up in the order they crossed the start/finish line in the lap prior to the caution coming out. The lead lap cars will then be moved in front of the lapped cars prior to the cone coming out.
- If a lead lap car pits within the last 25 laps of a race, that car will re-start at the back of the entire field. This lead lap car would still be on the lead lap, just have lapped cars between them and the other lead lap cars. If a second caution occurs and not this car's fault, this car that pitted on the first caution will then be moved up to the back of the lead lap cars prior to taking the cone.

SPOTTERS:

- Spotters are required to be in the designated spotters stand at all times during the feature race while their car is on the track. Only one spotter that is in radio contact with a car currently racing will be allowed in the designated spotters stand.
- Spotters will have to monitor race control via standard electronic scanner or a Raceceiver at all times during the event. Raceceivers will be available for purchase or rent at the track.
- The frequency will be posted on the tech building (generally Raceceiver channel 1174).
- Spotters must have their team's car number in full view on their visible clothing.

POST RACE:

- The top 3 finishers must go to the front-stretch immediately following the completion of the feature race for trophy presentations.
- Positions 4 and 5 must report directly to tech, and a random pick by the tech officials.
- Teams may take tire temps, air pressures and tire sizes but no jacks will be allowed prior to tech.
- Immediately after leaving the front straightaway the cars must go directly to tech
- Besides the items outlined previously, no crewmembers may touch the car.
- Crews may work on the cars only when directed to by officials.
- Refusal of tech will result in automatic disqualification of points and prize money.
- Technical Director may require a car to be fueled to confirm weights.
- If a car is disqualified post-race, all other cars will NOT move up a position.
- If a car fails post-race tech the driver forfeits all prize money and points for that day.
- For any protests refer to ACMS Super Late Model rule book.

2015 SKY FINANCIAL SERIES

SUPER LATE MODEL RULES

1. Open to ABC bodies installed to ABC rule book or stock appearing bodies, no wedge or down force bodies. 6.5" x 60" maximum Clear Lexan rear spoiler. Minimum roof height of 46" measured 10" back of windshield. Measurement without driver in car.
2. Minimum wheel base is 101"
3. Maximum Track Width:
 - a) 101 inch to 104" wheelbase cars –maximum 65 inch tread centerline.
 - b) 104.1 inch to 107 inch wheelbase cars –maximum 67 inch tread centerline.
 - c) 107.1 inch and longer (stock clip only) –maximum 69 inch tread centerline.
4. **ENGINE** - GM CRATE P/N 88958604 or 19318604 non-rebuilt factory sealed crate, 1.5 rockers. Engine must be completely stock with stock valve springs and no upgrades of any type, with exception of valve spring upgrade kit P/N 19300952. Aftermarket direct replacement sparkplugs are allowed. An aftermarket balancer is allowed. Factory seals must be in place or a witnessed repair seal by ACMS.
5. **WEIGHT and BALANCE** – The minimum weight of the car filled with fuel and the driver in the driver's seat is 2800 lbs. Any car running one or more shock absorbers with a manufacturer's suggested retail price of over US\$600 will have to add 50 lbs to the minimum weight (2850 lbs). All cars will have a maximum left side weight of 59% of the total weight of the car, driver and fuel.
6. **Carburetor** – 650 cfm carburetor Holley 4777 or HP series P/N 0-80541-1. Choke tower can be removed. 1" thick carburetor spacer allowed. 2 carburetor gaskets max. 0.062" thickness for each gasket. Stock base plate, throttle plates, shafts and venturies, stock booster location must be maintained.
7. Crank height centerline minimum 10"
8. Maximum engine set back 3" (hole on forward plug to centerline lower ball joint).
9. Transmissions must have a minimum of 2 forward and 1 reverse gear. Cars must have on board starter and be self-starting.
10. Driveshaft must be steel or aluminum only. Drive shaft hoops are mandatory.
11. Any rear end can be used. Full floating axles mandatory. No cambered or independent rear ends.
12. Maximum 10" wide steel wheel rims.
13. American Racer P/N EC84, (Compound #853) purchased only from "Auto Clearing All Makes and Models Performance Parts" in Saskatoon. Only tire part number JCTJN may be used on the left side of the car and only tire part number JCTBC may be used on the right side of the car. No tire softening permitted.

ALL TIRES WILL BE SCANNED AT THE TRACK AND REGISTERED TO CAR NUMBER. Any car caught with unauthorized tires will be automatically DQ'd from event. **Qualifying tires will be marked and must be run in all the races (Heat races or Last Chance and Main Feature).** Punctured or flat tires must be presented to the technical inspector immediately after being removed from the car. If the tire that was removed from the car has a pressure greater than 10 PSI for a left side tire or 15 PSI for a right side tire, the car will be assessed a 1 lap penalty. Failure to present the tire to the technical inspector will result in an automatic DQ. No penalty will be assessed if the tire is less than 10 PSI for left side and 15 PSI for right side. Tires replaced with cords showing will be assessed a 1 lap penalty regardless of pressure. If a team chooses to change 2 or more tires a 2 lap penalty will be assessed.

14. Retail pump gasoline only with a maximum octane rating of 94 is allowed. Shell gasoline recommended. No additive, oxygenation, aviation fuel or race fuel permitted.

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15. Fuel line anti-siphon check valve recommended at fuel cell. Oberg OBESV-0828 recommended.
16. No traction control systems of any kind.
17. Distributor type ignition, stock or aftermarket. No magnetos.
18. Two-way radio and spotter required. Scanner or Raceceiver required to monitor officials designated channel.
19. A main power disconnect switch within reach of the driver with a clearly labeled "OFF" position required. This switch must be wired so a running engine shuts OFF.
20. Must meet the safety specifications as set out in ACMS SLM rule book. Mufflers are mandatory with a maximum noise level 98 decibels. **THIS WILL BE ENFORCED. Exhaust tips exiting door area must have a sliding protector riveted to the door with no jagged edges to prevent exhaust from cutting tires (e.g. Schoenfeld tail pipe saver).**
21. ACMS registered drivers competing in local S.S.C.R.A. SLM points race must follow local rules to be awarded points in that division.
22. All competing cars must run the decal of series primary sponsor (Sky Financial), at the top of the rear window.
23. All competing cars must place any provided contingency sponsor decals in a visible location on their car.
24. No Titanium allowed-
25. Cars must have 2 tow straps in motor bay **and** 2 in trunk area.

2014 Sky Financial Series

Super Late Model Race Line-ups

1. Qualifying tires will be marked prior to qualifying and must be run in all the races (e.g. Heats or Last Chance and Main Feature). Race director may limit qualifying laps or add laps to suit track or weather conditions.
 - 1 point per car
 - 26 cars qualify: 1st - 26pts, 2nd - 25pts, 3rd - 24pts...
 - 30 cars qualify: 1st - 30pts, 2nd - 29pts, 3rd - 28pts...
2. Top 16 qualifiers locked into main from qualifying times with the following **exception**: cars choosing not to race in the heats or not racing in a competitive nature and not up to full racing speed in the heats in an attempt to save tires will be placed in the front of the last chance race and must race in. (**Main Feature start positions will be determined through heat race positions and inversion**).
3. Heat races (must start on qualifying tires):
 - a) Heat Race #1 – (15 laps):
 - Odd qualifiers from top 16 inverted. (will form the inside row of feature)
 - Finishing order determines starting spot for main feature (**Prior to inversion**).
 - 1st starts 1st, 2nd starts 3rd, 3rd starts 5th...
 - Heat race points: 1st - 15pts, 2nd - 14pts, 3rd - 13pts,....
 - a) Heat Race #2 – (15 laps):
 - Even qualifiers from top 16 inverted. (will form the outside row of feature)
 - Finishing order determines starting spot (**Prior to inversion**).
 - 1st starts 2nd, 2nd starts 4th, 3rd starts 6th ...

- Heat race points: 1st - 15pts, 2nd - 14pts, 3rd - 13pts,....
- b) Heat Race #3 (15 laps) or Last chance race (20 laps):
- If car count is 17 to 20 cars, qualifying cars 17 and 19 will race in Heat Race #1, starting in the last two positions. Qualifying cars 18 and 20 will race in Heat Race #2, starting in the last two positions.
 - If car count is 21 to 24 cars, qualifying cars 17 to 24 will race in 15 lap Heat Race #3, non-inverted.
 - If car count is more than 24 cars, qualifying cars 17 + will race in a 20 lap Last Chance Race, non-inverted.
 - In all cases the top 16 cars from qualifying are locked into the first 16 starting positions for the feature race. Qualifying cars 17+ will line up behind the first 16 in the order they finish their heat or last chance race.
 - Heat/last chance race points: 1st - 15pts, 2nd - 14pts, 3rd - 13pts,....
 - The top eight cars from the last chance race will transfer into the main feature race. Additionally, the series sponsor and the race sponsor may each choose to add a “promoters choice” car to the main feature race (positions 25 and 26)
4. Main Feature Race (150 Laps) (must start on qualifying tires):
- Top two qualifiers (from time-ins) will be offered a \$500 bonus to start at the back of the field in the feature, and paid only if they win (carried over to next race if not won).
 - The first 12 cars in the lineup will be inverted (after the option cars have been moved).
 - Feature Points: 1st - 60pts, 2nd - 56pts, 3rd - 52pts, 4th - 48pts, 5th - 44pts, 6th - 42pts, 7th -40pts, 8th – 38pts, ...
5. If an event is rained out competing cars in attendance will be awarded 20 show points.

Line up examples:

Qualifying finish order:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

Heat line ups from qualifying results:

21 to 24 cars:

Heat A		Heat B		Heat C	
15	13	16	14	17	18
11	9	12	10	19	20
7	5	8	6	21	22
3	1	4	2	23	24

16 to 20 cars:

Heat A		Heat B	
15	13	16	14
11	9	12	10
7	5	8	6
3	1	4	2
17	19	18	20

Feature Line ups from heat race results before inversion:

Feature		Feature	
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
1	2	9	9
3	4	10	10
5	6		
7	8		